

Week's Honor Roll Of The Von-Hamm Young Co.

The von Hamm-Young Company still retains its characteristic life and the volume of business seems about as usual, as may be seen by the Honor Roll which consists of eight names this week. There is a great call on The von Hamm-Young Company lately for Cadillacs; they are getting more popular all the time, as is evidenced by the fact that two shipments of four cars each are on the road from the factory, same having been shipped the end of last month. All the cars in these two shipments are all sold to be delivered immediately on their arrival, which is expected on the Lurline next Wednesday. Another shipment of four cars was ordered this week to meet the immense demand which the Cadillacs call for.

The true value of a car is appreciated when it is pressed into service at a function such as the Coronation Ball which was held at the Moana Hotel on Thursday evening. There was a very large array of machines around the hotel during the evening, which were used to carry the merry-makers to and from the ball, and amongst these cars the Cadillacs and Packards were the most predominant makes. This affair was one of the largest and most successful affairs of the season, and was made most enjoyable and comfortable to those who were fortunate enough to be able to attend in an automobile. Motor cars are so important at a function of this kind and the Packards and Cadillacs are so luxuriously fitted and well protected from dust, dirt and oil that the beautiful and costly gowns worn by the ladies are not nearly so liable to be ruined when using these automobiles.

The belt road around the island is improving every day and the trip is fast becoming more and more popular. The holes are being filled up and the poor stretches are being macadamized and the Road Department surely needs

honorable mention when the belt road is spoken of. The grades are very steep in places, but with a high-powered car such as the Pope-Hartford, which takes all the hills on the high gear so easily, it is a most enjoyable trip.

The Honor Roll this week at The von Hamm-Young Company bears eight names, two of which request that their names be withheld from publication. These parties have both placed orders for new Cadillacs to be delivered out of the third arriving shipment. The rest of the names are as follows:

Mr. W. E. Miles,
Dr. Minette Burnham,
Dr. Homer Hayes,
Mr. George Gibb,
Mr. G. Hansen,
Mr. Fredric Dowse,
Mr. W. E. Miles purchased one of the popular little Buick White Streaks, which he is to use for both pleasure and business. Mr. Miles has been undecided for many months on the selection of an automobile, and after trying most of them out decided that for his use a little Buick was the most adaptable of all makes.

Dr. Minette Burnham, who has been driving a Maxwell for the past two years, found on her return from the Coast that her rapidly increasing practice would compel her to have a larger, more reliable and speedier car. With this end in view Dr. Burnham purchased from The Von Hamm-Young Company one of the latest types of Overland runabouts. This machine has no rumble seat, but instead has the gas tank and the box for surgical instruments in the rear of the front seats, and is one of the snappiest looking and most serviceable runabouts in service today.

Dr. Homer Hayes, of Molokai, by a most singular instance has duplicated Dr. Burnham's performance by substituting an Overland for the Maxwell

car which he has been using. The grades and rough roads on Molokai call for a higher-powered car than the Maxwell, and as Mr. George Cooke has had such good success with his Overland on Molokai, Dr. Hayes decided that he would purchase an Overland also.

Mr. George Gibb, of Olowalu, Maui, purchased one of the handsomest cars in Honolulu. This is a 1911 Packard 18 touring car of the fore-door type. The demand for the Packards is just as great as ever, and Mr. Gibb is well deserving of a high compliment on his selection.

Mr. Frederick Dowse purchased a small touring car for his family use on Kauai.

Mr. G. Hansen placed an order for a Cadillac fore-door touring car to be delivered out of the next arriving shipment, which is expected on the Lurline. The Cadillac car is the most suitable car for the island of Kauai as it is a wonderful hill-climber and a very smooth riding machine.

Mr. John A. Hogg, the Kauai representative of The von Hamm-Young Company spent the past week in Honolulu, conferring on future automobile business, returning to Kauai on the Hall on Thursday.

An announcement which has caused a great deal of pleasure is the fact that a new shipment of Buick White Streaks and touring cars left the Big Buick factory at Flint, Michigan, June 9th, destined for Honolulu, which The von Hamm-Young Company has anticipated very shortly and will be

has a very finely designed three-speed ready for delivery about the tenth of July. Some of these cars are already sold although the shipment has been delayed for a few months on account of the big sales which the Buicks have had in the East. The White Streak runabout has an increased horsepower of approximately 24-4 horsepower, and has a very finely designed three-speed selective type transmission, which is a great improvement over the previous two speed car. There is big call in Honolulu for little Buick runabouts, as all of those which are now in use have done such good work and are so extremely economical in their consumption of gasoline and oil, and the repairs are so nominal. The big Buick

has a great many refinements over the previous year's car, having a much handsomer body, straighter lines and much better finish than of previous years. The fore door is another improvement which the Buick has added to all of its models, which is now considered by the automobile public as a necessity rather than a luxury. Fore-door cars are becoming more and more popular all the time and a person once driving one for any length of time whatever, will continue the use of the fore-door model of any make which he may select.

The von Hamm-Young Company are looking forward to the arrival of Mr. P. M. Pond's 3-ton Packard truck on the Lurline. Mr. Pond will put this car into active use the moment it arrives, and he is anxiously awaiting the same to be used in this Government contract work at Lihou.

Mr. W. J. West of The von Hamm-Young Company returned from a very successful business trip to Kauai on Sunday morning. Mr. West reports business very good on Kauai at present and prospects for the season of 1912 of the best.

F. A. SCHAEFER BUYS A MARMON.

Manager Wells, of the Royal Hawaiian Garage, reports the sale of a Marmon suburban car to F. A. Schaefer. The Marmon has proved a very successful car down here and therefore it has won great popularity in this field. From the trials that Mr. Schaefer has had he is entirely satisfied with his purchase; in fact he only closed the deal after he had given the machine a thorough trial.

Coming on the Lurline next Tuesday are a Carter car roadster and a Marmon roadster. Manager Wells says that both of these have been sold to arrive. He reports having been busy all round during the week just closed.

The engine for the airship being built at the Hawaiian Garage for Gus Schaefer and George Brown is due to arrive on the Lurline. The work of installing it will not take very long, so the trial flights should take place shortly afterwards.

Motor Fire Trucks.
Now that the local fire department is urging the supervisors to replace

some of the horse-drawn engines with motor-driven fire engines, the following information, which has been supplied to us, might be useful:

"If all the horse-drawn apparatus in Detroit were replaced by gasoline motor vehicles, the saving on the payroll alone would amount to \$150,000 in a year," said Fire Commissioner W. V. Moore in a recent interview. "And the horse cannot be compared to the motor in efficiency. I do not believe another piece of horse-drawn apparatus will ever be added to the equipment of the Detroit department. We have a lot of expensive apparatus that we cannot very well discard, but some of it can be changed so that motors can be installed for driving it. This is true with particular reference to the ladder trucks."

"The Packard motor squad wagons fill an entirely new field, supplementing the fighting force of the engine companies and often getting to a fire so quickly that a hand extinguisher averts serious loss."

"When the legislature allowed the Detroit department an increase of \$190,000 for its annual expenses, it was expected we would add approximately 190 men. After giving the situation careful study, the commissioners decided to use motor squad wagons, which, with their increased speed, can place extra men in any part of the city in a few minutes. Four, or at most five of these wagons, with their crews, would add as much efficiency as would 190 men with the old style apparatus. We figured the saving at from \$60,000 to \$75,000 a year."

"The first Packard wagon was placed in operation in September, 1908, and it has more than fulfilled our expectations. The second wagon was added last fall."

One motor squad wagon covers, on the first alarm, a territory two and one-half miles east and northeast from its station and the same distance to the west. Horse-drawn apparatus, on a first alarm, covers a radius of approximately three quarters of a mile.

The two motor wagons are of the same type, both bodies having been built in the Packard shops and

mounted on standard "30" chassis, with extra heavy springs. Each carries twelve men.

PAHANG RUBBER CO., LTD.

Notice is hereby given that the stock books of the Pahang Rubber Company, Ltd., will be closed to transfers from the 24th day of June until the 27th day of June, 1911, both inclusive, for the purpose of pro rating the 3000 shares of treasury stock, the issuance of which was authorized at the annual meeting of the shareholders held in Honolulu June 6, 1911.

FRED T. P. WATERHOUSE,
Treasurer Pahang Rubber Co., Ltd.
31-June 22, 23, 24.

Shirts 75c each

\$1.00, \$1.25, \$1.50, \$1.75.

VALUE

CALL EARLY—THEY WILL NOT
LAST LONG.

Kam Chong Co.

Fort and Beretania.

The Colonial

Emma, above Vineyard.

A Private Hotel of Quality

MISS JOHNSON, Proprietor.

The "48"
Six Cylinder
\$4800.

The Locomobile for 1912

Fourteenth Annual Announcement

OR 1912 The Locomobile will set a new standard of Luxury in motor cars.



Our success in the past resulted from our continued efforts to make the Locomobile the best built car in America.

Having attained this mechanical superiority, our present aim is to make the Locomobile the most luxurious American Car—Quiet, Comfortable, Perfect in detail.

The Six Cylinder Locomobile, by virtue of its excellent performances in 1911, has established a new standard in Six Cylinder construction. Realizing the demand on the part of the present day motorist for increased comfort in automobiling, we have made careful study and investigation for the purpose of making this Car the last word in Luxury.

The improvements that we have made in this direction produce Ease and Comfort hitherto unknown in motoring. As an instance, the rear seat cushions and high backs in our Six Cylinder Touring Car are each provided with upholstery *ten inches deep*—as soft and restful as the easiest library chair. Passengers are seated low in the car, which produces a feeling of security.

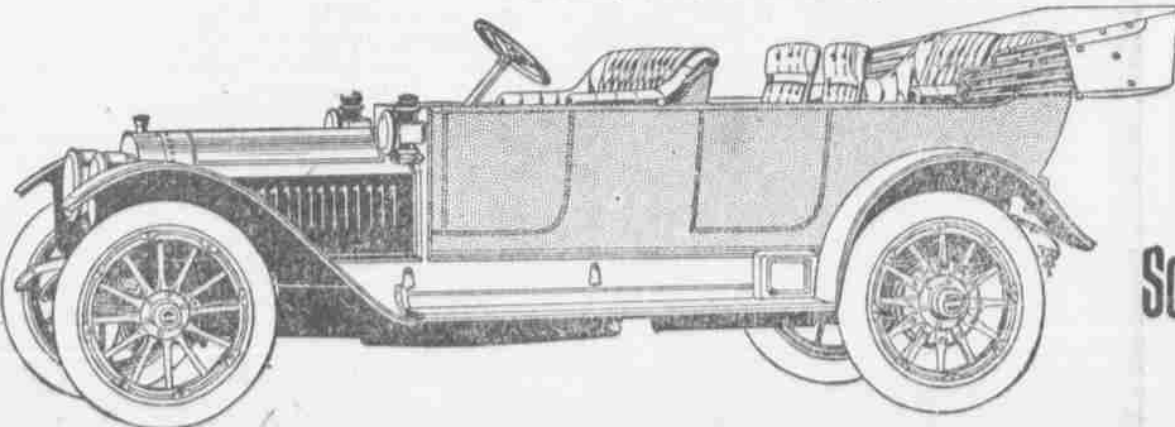
Our Five Passenger Six Cylinder Torpedo is the most perfect combination of Luxury and Style yet offered in this popular type of body. The passengers are carried on the rear seat, which has upholstery *ten inches thick*, cushion and back. We also make a Four Passenger Torpedo upholstered in the same luxurious manner. The combination of advantages offered only in the Locomobile Shaft Drive Six makes it—

A Perfect Machine—a Perfect Vehicle.

The Six Cylinder Type in its highest development.

The "30" Locomobile, Four Cylinders. This reliable and convenient five passenger shaft drive car will be marketed for 1912 without change, excepting increased attention to details of finish and equipment. Price \$3500.

All 1912 Locomobile Models are equipped with High Tension Ignition, Demountable Rims, and Top. The customer is given his choice of color. More complete information on application.



The "48" Six Cylinder Touring Car, \$4800. Interchangeable Tires.

The LOCOMOBILE Co.
of America

Schuman Carriage Co., Ltd.

Agents, Hawaiian Islands

The "30"
Four Cylinder
\$3500.

Features of the Six Cylinder Locomobile

Motor Design—The motor is so designed and built that with a cylinder bore of 4 1/4 inches 70 horsepower is obtained on test. This represents the utmost power obtainable from this size of cylinder without affecting reliability. Cylinders are designed specially for the Six and have large valves and quiet valve lifters.

Quietness—Detail changes in the motor and rear axle make for greatly increased quietness in the Locomobile Six.

Moderate Weight—The Locomobile Six, with possibly one exception, is the lightest seven-passenger, six-cylinder car. We have attained this progress and refinement by seven years' study and development of the finest alloy steels. One brake horsepower is provided for every fifty-seven pounds of weight.

Fuel Economy—The Locomobile Six has frequently been driven twelve miles on a gallon of fuel. This is well in advance of ordinary six-cylinder performance. A customer writes that he drove his Locomobile Six over the mountains from Los Angeles to Santa Barbara with seven passengers, averaging eleven miles to a gallon of fuel. Another customer writes that he drove his Six Torpedo over fourteen miles on a gallon of fuel. Such economy is due to our special carburetor design and to moderate weight.

Tire Economy—Ordinarily a powerful six is a burden through tire expense involved. The Locomobile Six, however, is economical in tire wear. "The Speedometer shows four thousand miles. The original tires are still on the car and from appearances you would not think they had been driven 1000 miles." The foregoing report is on one of the first Sixes delivered. Locomobile tire economy is due to moderate weight and scientific balance of weight; also to the free action of the differential when turning a corner, thus preventing any grinding action on the rubber. The Locomobile differential never binds under any conditions of road operation.

Strength of Construction—Bronze instead of aluminum is used for the motor base and gear box. It is three times as strong as the aluminum ordinarily used for the purpose on other cars. The axles and steering gear are very strong and safe. The car throughout is built from carefully designed parts made in the Locomobile factory from material specially selected for each part. The Locomobile has always been known for its safety and strength.

Riding Qualities—The Locomobile Six has wonderful riding qualities—perfect comfort and steadiness. No swerving from side to side when traveling at speed. The superb riding qualities of our Six are due largely to the fact that power does not pass through the springs. Thus they are free to act. Rear springs cannot give maximum comfort when they act as distance rods. The three-quarter elliptic rear springs are shackled at both ends so that they have full play. All springs are made of the finest spring steel.

Rear Axle Construction—The rear housing is provided with a hand hole, affording ease of inspection of the driving gears. Rear axle tubes are alloy steel, without brazing—a superior construction peculiar to the Locomobile.

Other Special Features—The Multiple Disc Clutch is very simple and may be removed as a unit without disturbing anything else. A self-contained Oiling System provides perfect motor lubrication. Grease cups at all wearing parts on the chassis eliminate dirty oil and insure perfect lubrication. The Transmission provides four speeds and reverse and the construction is so durable that gear trouble is absolutely eliminated. Universal Joints run over 5000 miles without attention to lubrication. The Bonnet is very short, saving room and obviating the clumsy appearance of other Sixes. Extra Tires are carried at the rear. Running Boards are clear on both sides.